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COUNTRY China

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[The Office of Naval Intelligence (12ND, No 86-53) furnished the following information to CIA for IAC dissemination in accordance with par 3c of NSCID#7.]

1. Entrance and Procedure. The trip from the open sea into the port of Chinwangtao required that the ship's Captain navigate through heavy ice flows. No pilot was obtained until the ship reached the designated anchorage approximately one or two miles from the harbor of Chinwangtao. At the anchorage the vessel was met by a small craft containing a pilot, customs and immigration officials as well as six well-armed soldiers. After taking on the boarding party, the vessel proceeded into the harbor of Chinwangtao and secured to the southeasterly pier. *[See Enclosure A.]* Customs and immigration papers were similar to documents used during a previous visit in 1950. The pilot, custom officers and soldiers were polite and courteous. Before securing to the dock, lines were tossed on to the dock and handled by experienced line handlers.
2. Searching and Sealing. After securing alongside the dock the vessel was boarded and searched by armed Communist soldiers who sealed the vessel's radio, navigational aids, binoculars and cameras but did not attempt to seal personal radios in the crew's quarters. Upon completing the search, two guards were stationed at the foot of the gangway and remained on guard during the vessel's stay in port.
3. Methods of Cargo Handling. While at Chinwangtao the vessel received approximately 10 thousand tons of soybeans for delivery to Hamburg, Germany. The soybeans were brought by rail on to the dock in open cars. The cars were of old vintage and were shuttled by an obsolete steam engine. The cargo was subsequently removed from the cars and placed into the vessel's hold by ship's gear. Longshoremen and dockside workers were poorly clothed and generally did not appear to be a healthy lot. However, their work was efficient and unimpaired.

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4. Supplies. During the vessel's stay at Chinwangtao the ship obtained fresh vegetables. The vegetables purchased, though fresh, were unusually expensive. Meat, poultry and bunkers could be obtained but in my opinion these would also be of exorbitant cost. Fresh water could be had while secured to the dock.
5. General Information. After securing to the dock the immigration officer spoke to all crew members in the ship's salon. He advised the crew that they would be given liberty and stated that if any of the crew members did visit the central area of Chinwangtao they must look straight ahead and not to the right or left. He advised crew members that there were no girls in town and very few places where they could purchase liquor. During the brief stay I talked with some of the Chinese workers aboard the ship and they expressed their dislike for the present type of government. No explanation was given by the Chinese nor did I attempt to find out their reason. I visited Chinwangtao during the previous voyage in 1950 and could observe no new construction in the immediate harbor area or in the central district since my last visit there.
6. Port Area Information. Of the three wharves located in the harbor area only one of them was being used in January 1953. [See Enclosure A.] This wharf was identified as the most southeasterly wharf in the harbor. The area between the southern and northern breakwaters which form the basin and harbor of Chinwangtao has been neglected and only the southeasterly pier can be used by ocean-going craft. The former marine railroad basin can only be reached by small craft. [See Enclosure A.] The northern pier was able to accommodate two old small tugs only. No military vessels were seen during the stay at Chinwangtao or while entering or leaving the harbor. No Russians were observed in the area. The factory area located to the north apparently was in operation. No cranes were observed. During my stay at Chinwangtao a British vessel, the name of which I cannot recall, was secured ahead of my ship and was loading coal. I believe this vessel shuttles between Chinwangtao and Hong Kong. My vessel left Chinwangtao on 20 Jan 53 for Hamburg, Germany and the pilot took the vessel from the harbor for approximately two miles to seaward before leaving the ship. US Hydrographic Charts were used for navigational purposes in reaching Chinwangtao and the charts were considered to be accurate by ship's officers.

Enclosure A - Sketch of Harbor of Chinwangtao, China.]

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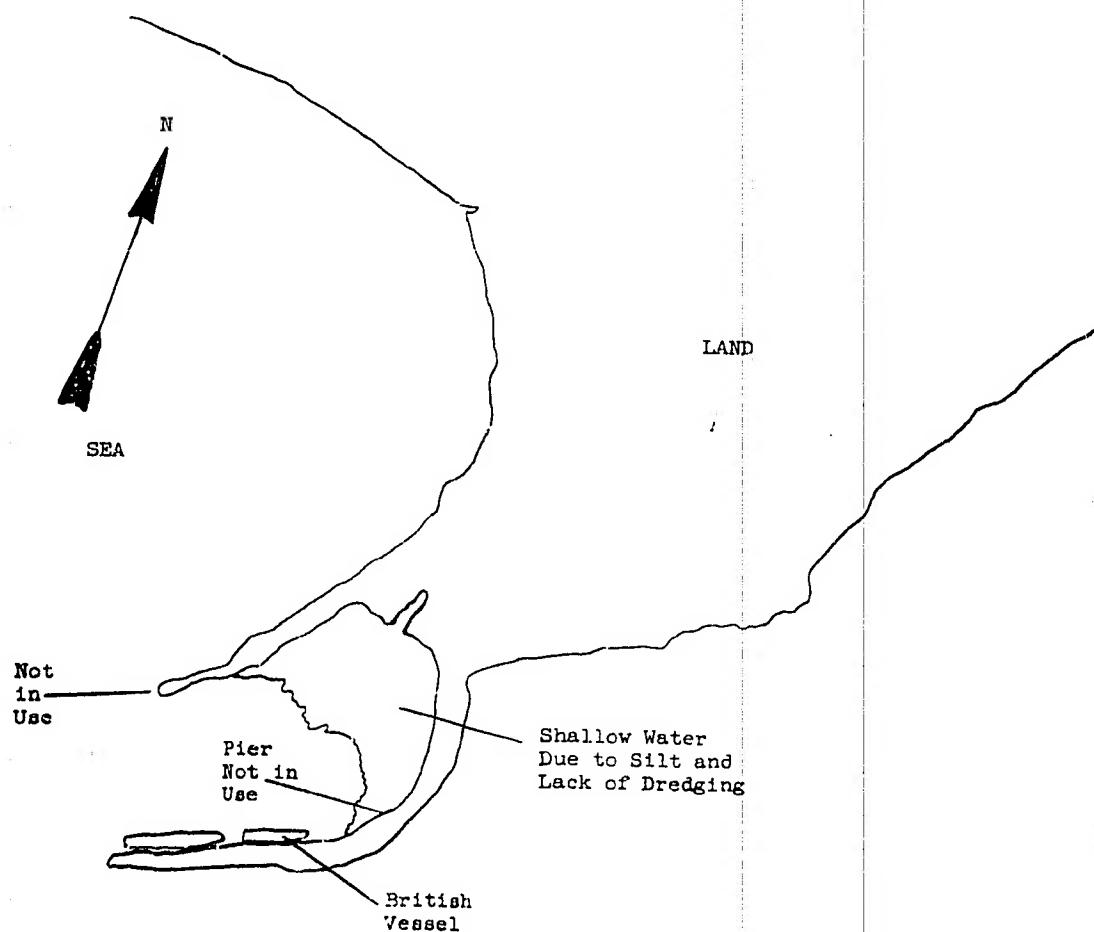
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Enclosure A

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SKETCH OF HARBOR OF CHINWANGTAO, CHINA



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